

Amendments to the Claims

This listing of claims will replace all prior versions, and listing, of claims in the application:

Listing of Claims

1. (Currently Amended) A configuration ~~Configuration~~ of at least two exhaust gas turbochargers on an internal combustion engine with a plurality of cylinders~~[, in particular in a motor vehicle,]~~ in which two turbine housings are connected to an exhaust gas system of the internal combustion engine and are immediately adjacent to each other and each turbine is always connected to one compressor by means of a drive shaft, the drive shafts being rotatably mounted in corresponding bearing housings, *characterized in that* the turbine housings are oriented so that the drive shafts are at least approximately aligned with each ~~other and other~~; in that the bearing housings on both sides are connected to the turbine housings; and in that the two exhaust gas turbochargers are each provided with a bypass line which, being brought together in the area of a single bypass valve, permit uniform boost pressure adjustment.

2. (Previously Presented) The configuration as claimed in claim 1, *wherein* the turbine housings are integrally cast as one structural unit.

3. (Previously Presented) The configuration as claimed in claim 1, *wherein* admission channels of the turbine housings are connected by way of exhaust gas lines separate from each other to specific cylinders of the internal combustion engine.

4. (Previously Presented) The configuration as claimed in claim 3, *wherein*, in the case of a four-cylinder in-line internal combustion engine, one admission channel is connected to two

cylinders and another admission channel to the other two cylinders, an ignition gap between the cylinders interconnected on an exhaust gas side always amounting to 360 degrees (crankshaft).

5. (Previously Presented) The configuration as claimed in claim 1, *wherein* the turbine housings have a common discharge channel for exhaust gas leading to an exhaust gas line mounted downstream.

6. (Cancelled) The configuration as claimed in claim 1, *wherein* the two exhaust gas turbochargers are each provided with separate bypass lines which, each under the control of a bypass valve, permit separate boost pressure adjustments.

7. (Cancelled) The configuration as claimed in claim 1, *wherein* the two exhaust gas turbochargers are each provided with a bypass line which, being brought together in the area of a single bypass valve, permit uniform boost pressure adjustment.

8. (Currently Amended) ~~The configuration as claimed in claim 6, wherein~~ A configuration of at least two exhaust gas turbochargers on an internal combustion engine with a plurality of cylinders in which two turbine housings are connected to an exhaust gas system of the internal combustion engine and are immediately adjacent to each other and each turbine is always connected to one compressor by means of a drive shaft, the drive shafts being rotatably mounted in corresponding bearing housings, characterized in that the turbine housings are oriented so that the drive shafts are at least approximately aligned with each other; in that the bearing housings on both sides are connected to the turbine housings; in that the two exhaust gas turbochargers are each provided with separate bypass lines which, each under the control of a bypass valve, permit

separate boost pressure adjustments, and in that the bypass lines are integrated into the turbine housings.

9. (Currently Amended) ~~The configuration as claimed in claim 6, wherein~~ A configuration of at least two exhaust gas turbochargers on an internal combustion engine with a plurality of cylinders in which two turbine housings are connected to an exhaust gas system of the internal combustion engine and are immediately adjacent to each other and each turbine is always connected to one compressor by means of a drive shaft, the drive shafts being rotatably mounted in corresponding bearing housings, characterized in that the turbine housings are oriented so that the drive shafts are at least approximately aligned with each other; in that the bearing housings on both sides are connected to the turbine housings; in that the two exhaust gas turbochargers are each provided with separate bypass lines which, each under the control of a bypass valve, permit separate boost pressure adjustments, and in that the bypass lines integrated into the turbine housings branch off ~~the~~ admission channels of the turbine housings and are brought together approximately in a center between the two turbine housings and ~~wherein the bypass valve discharges through its valve opening~~ valves discharge through their valve openings into a discharge channel downstream from the exhaust gas turbines.

10. (Previously Presented) The configuration as claimed in claim 2, *wherein* admission channels of the turbine housings are connected by way of exhaust gas lines separate from each other to specific cylinders of the internal combustion engine.

11. (Previously Presented) The configuration as claimed in claim 10, *wherein*, in the case of a four-cylinder in-line internal combustion engine, one admission channel is connected to two

cylinders and another admission channel to the other two cylinders, an ignition gap between the cylinders interconnected on an exhaust gas side always amounting to 360 degrees (crankshaft).

12. (Currently Amended) The configuration as claimed in claim [7] 1, *wherein* the bypass lines are integrated into the turbine housings.

13. (Previously Presented) The configuration as claimed in claim 12, *wherein* the bypass lines integrated into the turbine housings branch off the admission channels and are brought together approximately in a center between the two turbine housings and *wherein* the bypass valve discharges through its valve opening into a discharge channel downstream from the exhaust gas turbines.

14. (Currently Amended) The configuration as claimed in claim [7] 1, *wherein* the bypass lines integrated into the turbine housings branch off the admission channels and are brought together approximately in a center between the two turbine housings and *wherein* the bypass valve discharges through its valve opening into a discharge channel downstream from the exhaust gas turbines.

15. (New) The configuration as claimed in claim 8, *wherein* the turbine housings are integrally cast as one structural unit.

16. (New) The configuration as claimed in claim 8, *wherein* admission channels of the turbine housings are connected by way of exhaust gas lines separate from each other to specific cylinders of the internal combustion engine.

17. (New) The configuration as claimed in claim 16, *wherein*, in the case of a four-cylinder in-line internal combustion engine, one admission channel is connected to two cylinders and another admission channel to the other two cylinders, an ignition gap between the cylinders interconnected on an exhaust gas side always amounting to 360 degrees (crankshaft).

18. (New) The configuration as claimed in claim 8, *wherein* the turbine housings have a common discharge channel for exhaust gas leading to an exhaust gas line mounted downstream.

19. (New) The configuration as claimed in claim 9, *wherein* the turbine housings are integrally cast as one structural unit.

20. (New) The configuration as claimed in claim 9, *wherein* the admission channels of the turbine housings are connected by way of exhaust gas lines separate from each other to specific cylinders of the internal combustion engine.

21. (New) The configuration as claimed in claim 20, *wherein*, in the case of a four-cylinder in-line internal combustion engine, one admission channel is connected to two cylinders and another admission channel to the other two cylinders, an ignition gap between the cylinders interconnected on an exhaust gas side always amounting to 360 degrees (crankshaft).

22. (New) The configuration as claimed in claim 9, *wherein* the turbine housings have a common discharge channel for exhaust gas leading to an exhaust gas line mounted downstream.